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2. The administration of the RATAK systematically juggled its books. This was made necessary by an unrealistic system of norms imposed by the government, and the desire for a supplemental source of income. For example, tires for the "Pobeda" passenger automobile had been tested in government laboratories and were supposed to be good for 33,000 kilometers before they needed to be replaced. Thus, it was legally impossible to obtain new tires before the old ones had covered this distance. However, in practice, the tires were only good for 20,000 kilometers before needing replacement, so the RATAK had to resort to bookkeeping tricks to cover the purchase of tires on the black market. The RATAK administration was itself engaged in disposing of State property on the black market for a profit. The shop foremen made out work orders (naryady) for the individual mechanics on the basis of which their piece-work wages were determined, but they deliberately falsified these orders, and neglected to show them to the mechanics before turning them in and thus shorting the mechanics in their wages. The truck drivers themselves had their little tricks. They made a practice of picking up passengers (which was strictly forbidden) and charging them somewhat less than they would have had to pay by other means of transportation. They would then buy some gasoline on the black market and set back their speedometer to cover the extra mileage and pocket a moderate profit. This practice was stopped after 1950 by sealing the speedometers so that the drivers could no longer tamper with them.
3. There was a multitude of regulations and norms imposed on the truck drivers. Everything was based on ton-kilometers. For instance, a 12-ton truck covering an actual 100 kilometers would be credited with 150- ton-kilometers, while a 3-ton truck covering the same actual distance would be credited with 300 ton-kilometers.

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The drivers had to fulfill a norm of ton-kilometers each day. They were obliged to travel established routes with a fine of 50 rubles imposed for violations. They had to account for every minute of time used in loading and traveling. Gasoline consumption norm was 22-23 liters per hundred kilometers in a 1-ton truck. However, gas consumption was very dependent on the state of repair of the roads and the condition of the motor. Nevertheless, the drivers had to pay for excess consumption of gas out of their own pockets at a rate of three rubles a liter. Gasoline on the black market was less than one ruble a liter. Many drivers were docked as much as 50 rubles in a month for excessive gas consumption.

4.

Shpanovo Alcohol-Vodka Distillery (Shpanovskij Spirto-vodochnij Kombinat) located in the village of Shpanovo, about seven kilometers from Rovno. While the distillery was located in Shpanovo, the warehouse and garage were located in Rovno. The alcohol was distilled in Shpanovo and brought by truck to Rovno where water was added to make vodka. Alcohol was also brought to Rovno from the city of Lvov, 200 kilometers away. The garage was equipped with a 7-ton German Mercedes tank truck and also a 2-ton truck which carried the alcohol in barrels.

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